SPEED RESTRICTIONS

Location	Passenger Trains M. P. H.	Freight Trains M. P. H.
Maximum Speed.....Eastward track.....	79	60
Westward track.....	79	50
Operating against current of traffic.....	59	49
Trains making back-up movement on the westward track between St. Croix tower and St. Paul.....	20	20
All crossovers, turnouts and sidings unless otherwise specified.....	10	10
Turnouts C. R. I. & P. to westward track at Newport, Westward track to lead tracks of St. Paul Yard, and through crossovers between Eastward and Westward tracks at Oakland..	25	25
St. Croix Interlocking		
Eastward track.....	40	25
Westward track.....	30	25
Through turnout from Eastward track to BN Eastward track.....	30	25
Through turnout from Westward track to BN Westward track.....	30	25
Between St. Croix Tower and MP 415.25Q Westward track.....	55	40
Between MP 415.25Q and MP 418.25Q Westward track.....	60	40
Between MP 406.50 CMStP&P and Daytons Bluff Westward track.....	75	..
Through Interlockings at		
Oakland.....	75	..
Hoffman Avenue.....	45	25
Division Street.....	30	25
Between Daytons Bluff and MP 426.50Q Eastward track.....	75	..
Between MP 396.62 CMStP&P and MP 395.60 CMStP&P Eastward track.....	75	..
Between MP 395.60 CMStP&P and St. Croix Tower Eastward track.....	55	35

SPECIAL INSTRUCTIONS

The two main tracks of the C.M.St.P.&P. and BN Railroads between St. Croix Tower and St. Paul are used as joint tracks. The C.M.St.P.&P. operate the eastward track and train orders will be issued over the signatures of the Superintendent at La Crosse. The BN operate the westward track and train orders will be issued over the signature of the Chief Dispatcher at Cicero.

These tracks are operated as double track. Unless otherwise provided by train order, trains must keep to the left. ABS is in use between St. Croix Tower and Division Street.

Rules 251, 252, 253 and 254 are in effect—EXCEPT CTC is in use on westward track between M.P. 403.43 and M.P. 406.34 and is controlled by the train dispatcher at Newport.

C.M.St.P.&P. Automatic Block and Interlocking signal aspects apply between Newport and St. Paul on westward track and between Newport and St. Croix Tower on eastward track.

Burlington Lines Automatic Block and Interlocking signal aspects as contained in the 1967 edition Consolidated Code of Operating Rules apply between St. Croix Tower and Newport on westward track and between St. Paul and Newport on eastward track.

In compliance with Rule D-91, the following will apply:

Where trains are to be moved against the current of traffic, following trains will not be permitted to enter the block until the preceding train is clear of the block.

Stop indication must be displayed immediately after rear of a train has passed the signal, and following trains will not be permitted to enter the block until it is clear of the preceding train.

Rules 91 and 91-A do not apply for movements against the current of traffic.

Protection against following trains on the same track is not required of trains moving against the current of traffic. This provision does not apply to any unit of equipment which does not actuate block or cab signals, or to a work extra.

Extra trains may be operated on eastward and westward tracks with current of traffic without train orders.

BN extra trains will not display classification signals.

Rule 83(B) does not apply at St. Croix Tower, Newport and Oakland if train order signal indicates proceed and only applies to eastward BN passenger trains at St. Paul. Such trains must obtain both a C.M.St.P.&P. and a BN clearance.

Interlockings are located at St. Croix Tower, Newport, Oakland, Hoffman Avenue and Division Street.

C.R.I.&P. trains will use joint tracks between Newport and St. Paul.

Train order signal at Newport does not govern C.R.I.&P. trains leaving C.M.St.P.&P.-BN joint tracks.

At Oakland, the westward train order signal does not govern trains terminating at Oakland or Daytons Bluff.

The Consolidated Code of Operating Rules, Edition of 1967, in addition to the following instructions will govern employes while operating on Minnesota Transfer Railway Co. and The St. Paul Union Depot Company trackage:—

(a) All trackage of the Minnesota Transfer Railway Company is defined as a system of tracks within yard limits over which movements must be made at reduced speed and are not authorized by time-table, or train order, but subject to prescribed signals and rules or special instructions.

The limits of The Saint Paul Union Depot Company property extend from connection with the BN tracks at Third Street and connection with the C.M.St.P.P.-BN tracks opposite depot round-house, on the east, to connection with the C.&N.W. Ry. and C.M.St.P.&P.R.R. tracks at Robert Street on the west

(b) The time-table of The Saint Paul Union Depot Company is for information only. Employes of railroads using the tracks of this Company will be governed by current time-table of their respective Companies only as to arriving and departing time of trains.

(c) Where in the rules of the Consolidated Code reference is made to trains, such rules will also apply to yard movements and engines.

(d) Under Rule 10, the use of torpedoes is prohibited.

(e) Under Rule 11, burning fusees must not be used except in case of emergency and then only when held in hand and must be extinguished before leaving.

(f) There is no superiority of trains within the limits of The Saint Paul Union Depot Company property.

(g) Within the limits of The Saint Paul Union Depot Company property trains and engines must move at restricted speed and must not exceed ten (10) miles per hour through crossovers, turnouts and puzzle switches.

The entrance to and all movements on this property will be made only on authority of hand signals from switch tenders. No train or engine may foul any track or puzzle switch without authority of hand signals from switch tenders in control of such movements, except that short interior switching movements may be made through crossovers connecting shed tracks when authorized by train director.

Any lead or track may be used for the make-up of trains on authority of train director. The movement of trains should be given preference.

Switchtenders are equipped with yellow lightbulbs in their lanterns so as to distinguish their signals from other signals.

(h) When indicated by the ringing of the bell, flashing of headlight, hand or light signal that a train or engine is ready to move, the switchtender in charge of the shed track on which the movement is standing will handle as follows: at west end of station the switchtender will control the movement by hand or light signal; at the east end of station the switchtender will inform the train director, who will route the movement by instructions over the public address system. Switchtenders will be governed by these instructions, relaying such instructions by hand or light signal to the next switchtender in the direction of the movement, each must receive an acknowledgment before signalling the movement. Signals must not be acknowledged or acted upon unless the signal corresponds with instructions from the train director and is definitely understood.

(i) When backing, the back-up air brake valve on passenger trains must be operated by the conductor, except in the movement of empty equipment, it may be operated by a competent trainman or yardman. When practicable, conductors must see that trainmen are stationed so hand or light signals may be used, in case of any emergency.

When backing a train, the engine brake valve must be in running position; an application of the brakes must be made with back-up air brake valve before starting and it must be known that the brakes are in operative condition. Movement must not be started until the proper signal is given. A running test must be made with the back-up air brake valve before the train has moved 300 feet; if the running test is not made within 300 feet the engineer must stop the train and ascertain cause. The speed of train must not exceed eight (8) miles per hour and train must be under such control that it can be stopped short of train, or obstruction, and short of bumping post on stub tracks.

(j) Headlights must be dimmed while on shed tracks.

(k) Vestibule doors are to remain closed when trains are pulling or backing into the St. Paul Union Depot until the train comes to a complete stop.

TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
45	80	63	57.1
46	78.3	64	56.3
47	76.6	65	55.4
48	75	66	54.5
49	73.5	67	53.7
50	72	68	52.9
51	70.6	69	52.2
52	69.2	70	51.4
53	67.9	75	48
54	66.7	80	45
55	65.5	85	42.4
56	64.3	90	40
57	63.2	100	36
58	62.1	120	30
59	61	144	25
60	60	180	20
61	59	240	15
62	58.1	360	10

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD CO.

BURLINGTON NORTHERN INC.

JOINT TIME TABLE No. 1

Taking effect at 12:01 A. M. Central Standard Time

Tuesday, March 3, 1970

For the government and information of employes only

TRACK OPERATED BY BURLINGTON NORTHERN INC.

ST. CROIX TOWER TO ST. PAUL—WESTWARD

TIME TABLE No. 1
March 3, 1970
STATIONS

STATIONS	Distance from St. Croix Tower	Office Hours	FIRST CLASS 57 C. M. St. P. & P. Passenger Daily	1 C. M. St. P. & P. Passenger Daily	51 BN Passenger Daily	7 BN Passenger Daily	5 C. M. St. P. & P. Passenger Daily	25 BN Passenger Daily	9 BN Passenger Fri. & Sun.
ST. CROIX TOWER		Continuous	4.27 AM	6.25 AM	6.32 AM	1.56 PM	6.08 PM	7.20 PM	11.00 PM
5.0									
CURRY	5.0	No Office							
5.7									
ST. PAUL PARK	10.7	No Office							
1.2									
NEWPORT	11.9	Continuous							
1.1									
RED ROCK	13.0	No Office							
1.8									
DUNN	14.8	No Office							
1.6									
OAKLAND	16.4	Continuous							
1.3									
DAYTONS BLUFF	17.7	No Office							
0.9									
HOFFMAN AVENUE	18.6	Continuous							
0.6									
DIVISION STREET	19.2	No Office							
0.8									
ST. PAUL	20.0	6.00 AM to 12.01 AM	A 5.00 AM	A 7.00 AM	A 7.15 AM	A 2.35 PM	A 6.40 PM	A 8.00 PM	A 11.45 PM

R. A. MOLITOR.
Chief Dispatcher,
Cicero, Ill.

Train Dispatchers, Newport.
F. W. WALTON,
H. E. OTTERNESS,
J. B. DALEY,
P. A. MADSEN,
C. MILLER.

TRACK OPERATED BY CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD CO.

ST. PAUL TO ST. CROIX TOWER—EASTWARD

TIME TABLE No. 1
March 3, 1970
STATIONS

STATIONS	Distance from St. Paul	Capacity in Cars: Siding	Capacity in Cars: Other tracks	FIRST CLASS 6 C. M. St. P. & P. Passenger Daily	32 BN Passenger Daily	10 BN Passenger Daily	56 C. M. St. P. & P. Passenger Daily	52 BN Passenger Daily	4 C. M. St. P. & P. Passenger Daily
ST. CROIX TOWER	18.4			A 8.23 AM	A 8.30 AM	A 4.45 PM	A 8.35 PM	A 11.05 PM	A 11.40 PM
4.0									
CHEMOLITE	14.4	23							
6.3									
NEWPORT	8.1		79						
1.1									
RED ROCK	7.0								
3.4									
OAKLAND	3.6		Yard						
1.3									
DAYTONS BLUFF	2.3		Yard						
0.9									
HOFFMAN AVENUE	1.4								
0.6									
DIVISION STREET	0.8								
0.8									
ST. PAUL			Yard	8.05 AM	8.10 AM	4.30 PM	8.15 PM	10.45 PM	11.20 PM

A. G. BEAUVIAS,
R. L. CRIST,
P. J. ROONEY,
S. J. BARRY
Trainmasters

D. K. KRIDER,
Traveling Engineer-Trainmaster

E. P. SNEE,
R. F. FAIRFIELD,
Ass't. Supts.

R. L. TEWELL,
Superintendent

T. C. T. St. Paul
Between Newport and St. Paul

H. M. HARRIS,
Chief Dispatcher,
La Crosse, Wis.

C. Y. DEMPSEY,
Traveling Engineer-Trainmaster

W. J. WESTMARK,
Trainmaster,
La Crosse, Wis.

F. A. BARTON,
Superintendent,
La Crosse, Wis.

Between St. Croix Tower and Newport